

ANNUAL REPORT
OF THE
Department of Public Works
OF THE
PROVINCE OF ALBERTA
1944-45

PUBLISHED BY ORDER OF THE LEGISLATIVE ASSEMBLY

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1945

Edmonton, July 26, 1945.

TO HIS HONOUR,

J. C. BOWEN,

Lieutenant Governor of the Province of Alberta.

SIR:

The undersigned has the honour to submit herewith the Report of the Department of Public Works for the year ended March 31, 1945.

Respectfully submitted,

W. A. FALLOW,

Minister of Public Works.

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GOVERNMENT OF THE PROVINCE OF ALBERTA
DEPARTMENT OF PUBLIC WORKS
REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
For the Fiscal Year Ended March 31st, 1945

HON. W. A. FALLOW,
Minister of Public Works.

SIR:

I have the honour to submit herewith report covering the activities of the Department of Public Works for the fiscal year ended March 31st, 1945.

HIGHWAYS, BRIDGES AND SURVEYS

The mileage of main highways maintained during the year was 3,956.34, being 54.84 miles increase over the previous year. The sum of \$872,279.20 was expended for reconstruction and maintenance of Main Highways. The sum of \$880,134.43 was expended for construction and maintenance of District Highways and Local Roads.

An extensive programme was carried out by the Main Highways Construction Branch, which included the grading of 295.27 miles of highway. Of this mileage, 177.75 miles were standard earth grade and 117.52 miles grade re-conditioned. In addition, 378.12 miles were gravel surfaced. Of this mileage, 15.71 were waterproofed stabilized base course; and 15.71 miles surface treated. In addition, 9.59 miles were given a seal coat. Under an agreement with the Province of Saskatchewan, work was continued on the reconstruction of the Fourth Meridian Highway from Lloydminster south.

The work of the Bridge Branch included erection of steel and timber bridges and culverts on Main Highways. All steel bridges were fabricated within the Province. Ten steel bridges and 156 timber bridges were constructed and 122 bridges were repaired, making a total of 288 bridges dealt with during the year.

The report of the Director of Surveys shows a slight decrease in the number of surveys carried forward to the ensuing year and an increase in plans submitted by Municipal Districts.

TOWN AND RURAL PLANNING ADVISORY BOARD

The Town Planning Act, 1929, is administered by the above Board, and the activities are covered by the report of the Director of Town Planning.

BUILDINGS

All public buildings and institutions were repaired and maintained in order to keep them up to standard requirements.

Details of maintenance, alterations, additions and construction of buildings are contained in the report of the Superintendent of Buildings.

MECHANICAL BRANCH

The Boilers, Factories and Electrical Protection Acts, as well as operation of the Provincially owned power plants, are under the jurisdiction of the above Branch, and these activities are covered by the report of the Mechanical Superintendent.

HIGHWAY TRAFFIC BOARD

The Public Service Vehicles Act, 1936, is administered by the above Board. A decrease in mileage covered by public service vehicles over the mileage of the previous fiscal year is reported.

PROVINCIAL GAOLS

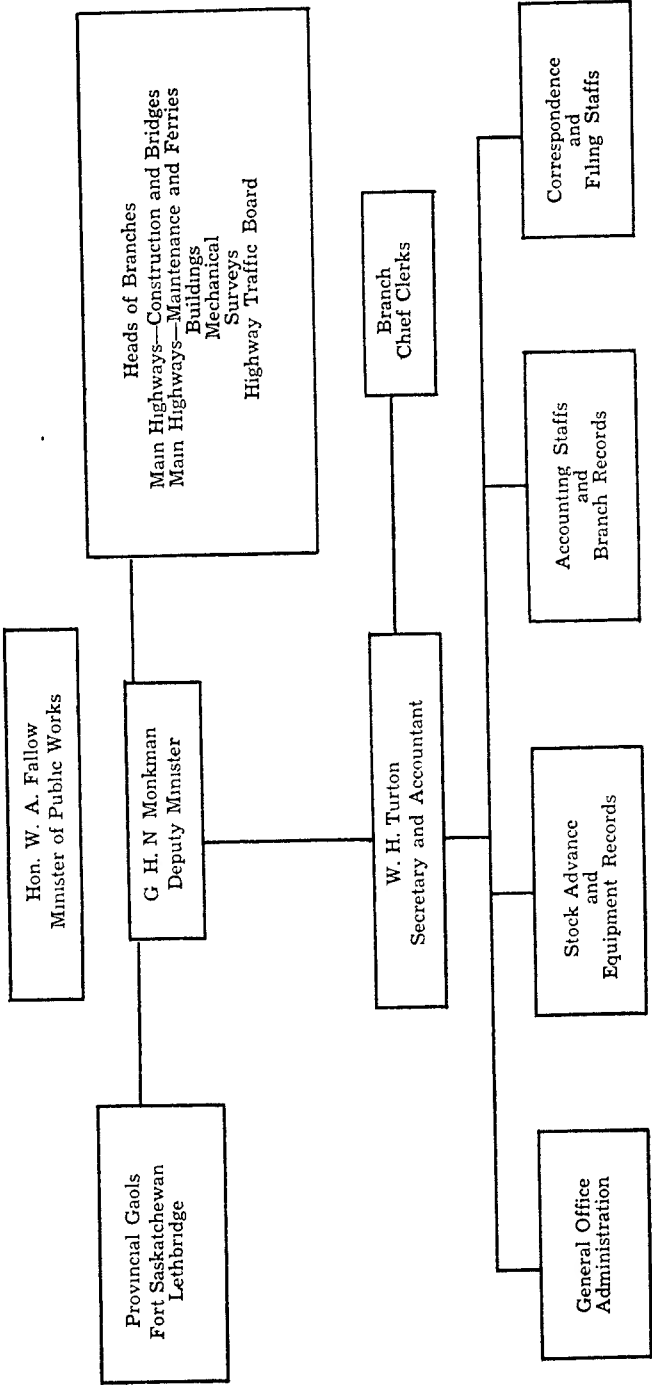
Reports on these institutions show an average daily population for the year of approximately 322 prisoners, compared with 291 the previous year. The average net cost per prisoner for the period is lower than last year.

This year, we are showing a facsimile of the Department's Honour Roll showing the names of those serving in the Forces. These names are compiled from the available records on file but may not include the names of all who left this Department to enlist.

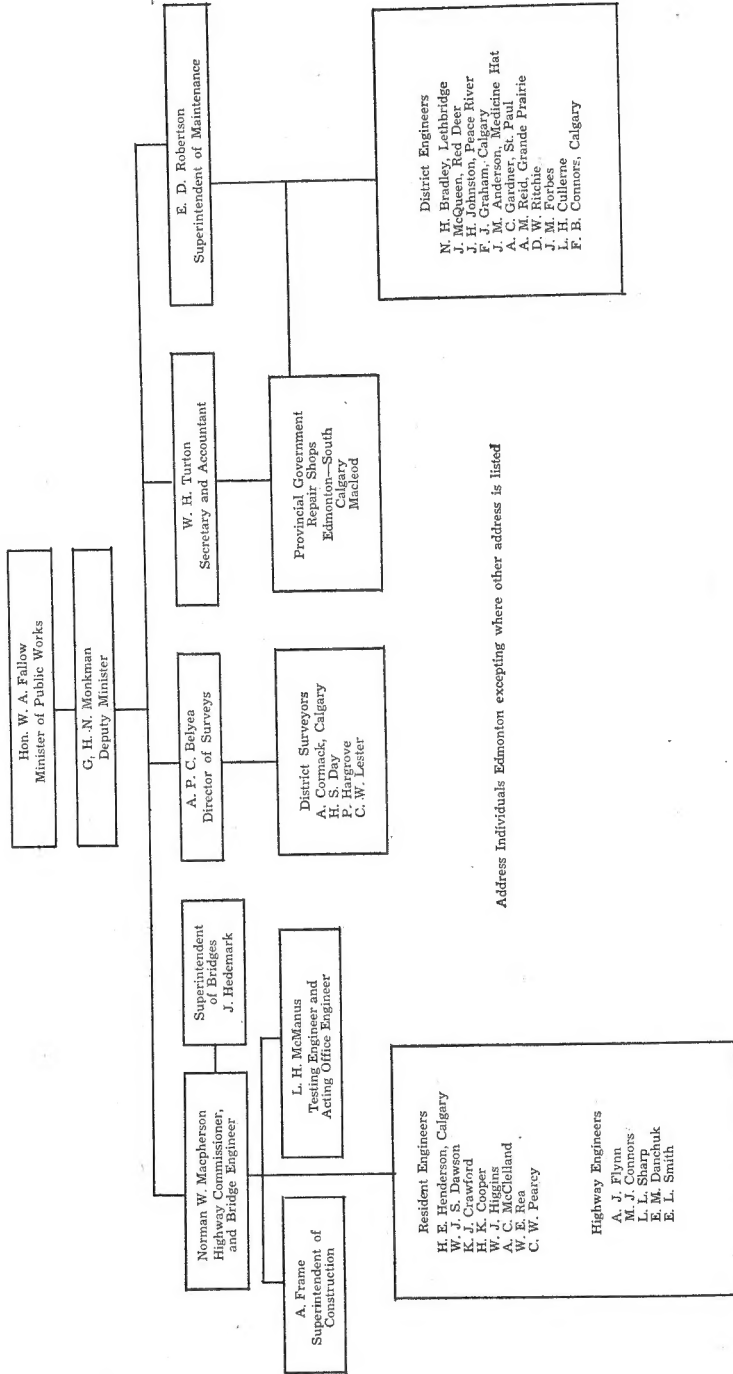
Respectfully submitted,

G. H. N. MONKMAN,
Deputy Minister.

ORGANIZATION CHART, DEPARTMENT OF PUBLIC WORKS
ADMINISTRATION AND ACCOUNTING OFFICE



ORGANIZATION CHART, DEPARTMENT OF PUBLIC WORKS
PROVINCIAL HIGHWAYS BRANCH



MAIN HIGHWAYS MAINTENANCE
DISTRICT HIGHWAYS AND LOCAL ROADS
FERRIES, OPERATION, MAINTENANCE AND
REPLACEMENTS

(E. D. ROBERTSON, *Superintendent of Maintenance*)

The maintenance of Main Highways, District Highways, Local Roads and Ferries was under the supervision of Eleven District Engineers.

Detailed information covering expenditure for the fiscal year 1944-45 is contained in the following statements submitted with this report:

1. Statement showing expenditure on maintenance of main highways. The total mileage of this class of highway is 3,956.34 miles. Expenditure as shown by the statement amounted to \$872,279.70.
2. A statement showing the distribution from both capital and income account of expenditure on the maintenance and construction of district highways and local roads. A total expenditure of \$880,134.43 was made in this way.
3. A statement showing in detail the expenditure made in connection with the operation, maintenance and reconstruction of ferries from income account. There were 57 ferries operated by the Province during the season with a total expenditure on ferry operation and maintenance of \$132,657.41.

EXPENDITURE FOR THE MAINTENANCE OF MAIN HIGHWAYS
For the year ended March 31, 1945

Location	Miles	Amount
Walsh to Bassano	140 52	\$ 16,220 93
Medicine Hat to Grassy Lake	48 91	4,429 75
Carway to Nanton	105 70	11,884 21
Grassy Lake to Crowsnest	155 21	34,884 13
Lethbridge to Coutts	72 16	9,498 28
Lethbridge to Waterton	78 01	10,850 25
Pincher to Waterton	32 28	10,584 58
Monarch to Carmangay	26 68	3,150 08
Lethbridge to Iron Springs	24 49	6,856 88
Bassano to Banff	155.51	48,370 36
Nanton to Didsbury	87 51	42,189 80
Okotoks to N E 17-18-2-5-Little New York	23.95	8,073 65
Calgary to Bowness Park	4 70	548 83
Inverlake to S E 16-28-21-4	57 50	9,627 99
S E 16-28-21-4 to Alsask	147 72	17,124 97
Drumheller to Wayne	7 70	3,435 58
Beiseker to Twining	26 20	4,123 16
Midnapore to Black Diamond	30 85	5,182 81
Carmangay to High River	63 44	9,017 46
Vulcan Corner to Cheadle	43 60	5,913 62
Carbon-West and South	16 65	1,201 85
Wetaskiwin to Edmonton	38 21	28,202 29
Hayter to Wetaskiwin	173 45	23,899 23
Butze to Edmonton	178 95	28,871 79
Fort Saskatchewan Bridge to Chipman Corner	37 69	9,729 41
Lloydminster to Edmonton	158.73	35,214 15
Battle River to Viking	56 00	1,783 85
Cooking Lake Highway to Airport	1 30	92 46
4th Meridian-South of Lloydminster	16 00	637 04
Didsbury to Wetaskiwin	100 63	48,919 01
Red Deer to Nordegg	106 83	*11,835 79
Compeer to Nevis	155 02	17,856 32
Nevis to Rimbey	66 26	11,717 60
Wetaskiwin to Pigeon Lake	28 22	5,054 10
Bentley to Sylvan Lake	11 10	1,195 28

DEPARTMENT OF PUBLIC WORKS

Location	Miles	Amount
Twining to Nevis	60 71	8,561 56
Olds to Sundre	24 18	3,111.74
Hanna to Battle River	61 00	6,200 87
Waskateneau to Cold Lake	110 00	30,630 40
Edmonton to Jasper Park Boundary	199 46	67,558 51
Carvel Corner to Whitecourt	96 00	14,155 71
Jasper Highway to Edmonton Beach	2 32	156 04
Jasper Highway to Kapasiwin Beach	2 48	54 60
Jasper Highway to Seba Beach	2 13	365 38
Fulston to McLeod River	9 31	1,234 78
Alberta Beach Road	6 45	266 20
To Country Club	2 30	121 54
Leduc to 5th Meridian	18 50	4,818 13
Edmonton to Faust	218 38	49,799 39
Edmonton to Fort Saskatchewan Bridge	11.83	6,575 48
Clyde to Barrhead Corner	31 30	16,566 36
Edmonton to 3 Miles North and East of Radway	55 65	9,388 15
Namoo to Gibbons	17 47	1,456 35
Dunvegan to Pouce Coupe	121 62	34,353 92
Triangle to Grande Prairie	107 44	16,179 85
Faust to Dunvegan	190 72	27,257 70
Grimshaw to Notekiwini	75 00	20,239 11
Cardston to Emigrant Gap	17 25	559 22
Wainwright to Vermilion	37 16	1,924 42
General		23,257 31

ADD

Reconstruction Expenditure by Construction Branch from Maintenance Funds (Appropriation 706BH) (Mileage in- cluded above)		
Ponoka to Millet		1,479 58
Millet to Edmonton		1,216 79
Hanna to Youngstown		35,529 98
Camrose to Wetaskiwin		1,083 14
	3,956 34	\$872,279 70

EXPENDITURE ON CONSTRUCTION AND MAINTENANCE OF DISTRICT
HIGHWAYS AND LOCAL ROADS

For the year ended March 31, 1945

ID or MD No.	Income	Capital	Total
ID 4	\$ 1,472 00		\$ 1,472 00
ID 5	5,359 25	\$ 3,241 55	8,600 80
ID 6	1,216 83	762 45	1,979 28
ID 8	4,767 85		4,767 85
ID 9	6,424 44		6,424 44
MD 10		1,910 00	1,910 00
ID 32	1,485 13		1,485 13
MD 34		3,953 85	3,953 85
ID 35	58 16		58 16
MD 36		1,167 00	1,167 00
MD 39		5,000 00	5,000 00
ID 61	2,330 31		2,330 31
ID 62	46 41		46 41
ID 63	6,303 80		6,303 80
MD 64	4,000 00	2,500 00	6,500 00
MD 65	1,500 00	3,650 00	5,150 00
ID 66	1,082 83		1,082 83
ID 67	1,696 64		1,696 64
ID 68	2,015 87		2,015 87
MD 69		4,500 00	4,500 00
ID 71	80 08		80 08
ID 91	733 36		733 36
ID 92	90 84		90 84
ID 93	2,612 20		2,612 20
MD 94		2,850 00	2,850 00
MD 98		2,027 00	2,027 00
MD 100	215 00	7,000 00	7,215 00
ID 101	39 25		39 25
ID 121	3,268 21		3,268 21
ID 122	6 90		6 90
ID 123	3,399 54		3,399 54
ID 125	9,237 66	4,127 45	13,365 11
MD 128	1,000 00	6,000 00	7,000 00
ID 130	138 55		138 55
MD 137	1,120 41	7,000 00	8,120 41
MD 157		3,500 00	3,500 00
MD 159		8,500 00	8,500 00
MD 191		6,000 00	6,000 00
MD 218		6,000 00	6,000 00
ID 217	55		.55
MD 220		8,500 00	8,500 00
MD 221		1,500 00	1,500 00

DEPARTMENT OF PUBLIC WORKS

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I D or M D No.	Income	Capital	Total
I D 222	\$ 1,633 07		\$ 1,633 07
I D 223	287 90		287 90
M D 241		\$ 2,000 00	2,000 00
I D 247	2,191 56		2,191 56
M D 248		5,000 00	5,000 00
I D 251	7,281 89		7,281 89
I D 252	2,612 91		2,612 91
I D 276	7,021 56		7,021 56
M D 277		14,101 74	14,101 74
M D 278		12,798 30	12,798 30
M D 280		13,200 00	13,200 00
I D 282	4,207 52		4,207 52
M D 312		3,000 00	3,000 00
M D 334		11,500 00	11,500 00
M D 336		15,800 00	15,800 00
M D 342		5,583 17	5,583 17
I D 343	5,534 96		5,534 96
I D 344	96 81		96 81
M D 350		23,475 00	23,475 00
M D 362		2,950 00	2,950 00
M D 371	184 49		184 49
M D 390		15,386 75	15,386 75
M D 392		10,000 00	10,000 00
M D 398		14,970 00	14,970 00
I D 401	2,139 24		2,139 24
I D 403	504 43		504 43
M D 427		17,504 00	17,504 00
M D 428		10,000 00	10,000 00
M D 431	11 92	2,000 00	2,011 92
I D 432	269 19		269 19
M D 450		18,475 00	18,475 00
M D 453		9,397 00	9,397 00
M D 458		7,625 00	7,625 00
I D 460	10,432 45		10,432 45
I D 461	12,472 38		12,472 38
I D 462	1,192 45		1,192 45
I D 466	1,076 37		1,076 37
M D 480		7,150 25	7,150 25
M D 489	10,250 00	1,500 00	11,750 00
I D 491	18,755 77		18,755 77
M D 515		15,000 00	15,000 00
M D 516		8,000 00	8,000 00
M D 517		7,250 00	7,250 00
M D 520	8,000 00	4,170 00	12,170 00
I D 522	9,274 43		9,274 43
I D 526	40 93		40 93
M D 542	540 89	16,971 41	17,512 30
M D 548	5,600 00		5,600 00
M D 549	5,600 00		5,600 00
M D 551	7,750 00	1,865 00	9,615 00
M D 552	2,500 00		2,500 00
I D 553	5,632 40		5,632 40
I D 554	5,108 48		5,108 48
I D 555	3,146 65		3,146 65
I D 556	179 34		179 34
M D 562	12,500 00	6,000 00	18,500 00
M D 572		1,500 00	1,500 00
M D 573		468 50	468 50
M D 574	80 61		80 61
M D 575	8,927 51		8,927 51
I D 583	3,087 37		3,087 37
I D 584	3,977 12		3,977 12
I D 585	108 69		108 69
I D 601	4,253 82		4,253 82
I D 602	5,811 89		5,811 89
I D 603	4,609 11		4,609 11
I D 604	4,379 24		4,379 24
I D 607	50 80		50 80
I D 611	7,121 97		7,121 97
I D 612	1,625 92		1,625 92
I D 613	1,348 34		1,348 34
I D 615	272 25		272 25
I D 631	718 81		718 81
I D 634	518 90		518 90
I D 635	2,453 37		2,453 37
I D 636	4,605 42		4,605 42
M D 637	2,811 86	3,000 00	5,811 86
M D 638	4,000 00	1,800 00	5,800 00
I D 639	2,319 11		2,319 11
I D 640	1,369 95		1,369 95
I D 641	2,505 32		2,505 32
I D 642	19 60		19 60
I D 665	12,938 88		12,938 88
I D 666	4,473 47		4,473 47
I D 667	13,921 86		13,921 86
M D 668	1,200 00		1,200 00
I D 669	1,264 29		1,264 29

DEPARTMENT OF PUBLIC WORKS

I D or M D No.	Income	Capital	Total
I D 670	\$ 150 45		\$ 150 45
I D 695	3,380.91		3,380 91
I D 696	932 46		932 46
I D 697	5,741 79		5,741 79
I D 699	1,715 90		1,715 90
I D 706	128 05		128 05
I D 707	487 50		487 50
I D 709	1,899 43		1,899 43
I D 710	25 50		25 50
I D 726	4,478 64		4,478 64
I D 727	647 34		647 34
I D 728	345 16		345 16
I D 729	274 33		274 33
I D 730	5 50		5 50
I D 731	3,895 96		3,895 96
I D 732	112 29		112 29
I D 733	82 59		82 59
I D 735	3,883 26		3,883 26
I D 736	3,893 28		3,893 28
I D 737	78 00		78 00
I D 738	468 85		468 85
I D 741	347 81		347 81
I D 761	2,843 76		2,843 76
I D 764	4,265 68		4,265 68
I D 765	315 64		315 64
I D 766	385 39		385 39
I D 767	32 96		32 96
I D 769	985 75		985 75
I D 770	2,646 82		2,646 82
I D 771	6 20		6 20
M D 780	15,000 00		15,000 00
I D 794	9 84		9 84
I D 795	245 19		245 19
I D 796	9,508 47		9,508 47
I D 797	14,664 81		14,664 81
I D 800	16 00		16 00
I D 801	47 78		47 78
I D 819	543 53		543 53
I D 825	2,687 25		2,687 25
I D 826	2,630 57		2,630 57
I D 828	1,845 35		1,845 35
M D 829	4,043 81		4,043 81
I D 830	4,084 81		4,084 81
I D 831	1,404 91		1,404 91
I D 843	221 93		221 93
I D 855	249 59		249 59
M D 857	1,806 39		1,806 39
M D 858	3,000 00		3,000 00
I D 859	2,618 03		2,618 03
I D 861	9 96		9 96
I D 886	995 97		995 97
I D 887	1,756 21		1,756 21
I D 888	3,933 08		3,933 08
I D 889	1,434 34		1,434 34
I D 890	20 40		20 40
I D 891	290 43		290 43
I D 916	80 20		80 20
I D 917	351 72		351 72
I D 919	222 36		222 36
I D 920	279 28		279 28
I D 946	78 85		78 85
I D 977	32 64		32 64
I D 1037	31 20		31 20
I D 1038	222 40		222 40
I D 1124	1,283 05		1,283 05
General	18,001 67	\$ 1,445 24	19,446 91
Appropriation to Indian Reserves:			
D 2	1,161 62		1,161 62
D 4	6,408 98		6,408 98
D 6	692 67		692 67
D 7	1,438 44		1,438 44
D 8	52 65		52 65
D 11	258 32		258 32
Sub-total	\$464,629 44	\$380,575 66	\$845,205.10
Special Appropriations:			
Bow West Special Areas	1,031 96	2,267 21	3,299 17
Meikle River to Hay River	1,817 84		1,817 84
District 7—General	5,054 78		5,054 78
Ft McMurray-Waterways-Lac La Biche			
Road	826 36		826 36
Village of Erskine		425 00	425 00
Willingdon-Two Hills		20,515 41	20,515 41
36A2 Extension, East of Galahad		2,990 77	2,990 77
	\$473,360 38	\$406,774 05	\$880,134 43

DEPARTMENT OF PUBLIC WORKS

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SUMMARAY

Income Account Appropriation 707B	\$473,360 38
Capital Account Appropriation 771B	406,774 05
	<u>\$880,134 43</u>

EXPENDITURE ON OPERATION, MAINTENANCE AND REPLACEMENT OF FERRIES
For the year ended March 31, 1945

Location	River	Operation Replacements and Maintenance Installation		Total
Desjarlais	North Saskatchewan	\$ 2,376 53		\$ 2,376 53
Holmes Crossing	Athabasca	3,943.13	\$ 101 92	4,045 05
Dorothy	Red Deer	1,041.78	62 10	1,103 88
Pakan	North Saskatchewan	2,603 52		2,603 52
Garrington	Red Deer	2,462.37		2,462 37
*North of Lloydminster	North Saskatchewan	689 23		689 23
Athabasca	Athabasca	4,443 27	400 21	4,843 48
Letts Crossing	Pembina	1,000 49		1,000.49
Shandro	North Saskatchewan	2,739 83		2,739 83
Hopkins	North Saskatchewan	2,182 98	602 05	2,785 03
Hutton	Red Deer	1,143 99		1,143 99
Rocky Mountain House	North Saskatchewan	2,742 12		2,742 12
Lac Ste Anne	Narrows	960 91		960 91
Lea Park	North Saskatchewan	2,371 32	246 29	2,617 61
Eldorena	North Saskatchewan	1,676 17	103 66	1,779.83
Sangudo	Pembina	1,885 31	48 92	1,934 23
South of Holborn	North Saskatchewan	995 78		995 78
Dunvegan	Peace	2,313 71		2,313 71
Bow Island	South Saskatchewan	1,004 63		1,004 63
North of Myrnam	North Saskatchewan	3,628 96	46 19	3,675 15
Genesee	North Saskatchewan	1,216 63		1,216 63
Steveville	Red Deer	1,341 66		1,341 66
Goodwin Crossing	Smoky	3,987 05		3,987 05
West of Munson	Red Deer	1,285 32		1,285 32
Berrymoor	North Saskatchewan	1,993 43	291 23	2,284 66
Finnegan	Red Deer	1,016 80		1,016 80
Landberg	North Saskatchewan	2,154 33	31 14	2,185 47
Allendale Crossing	McLeod	1,639 93	4,167 37	5,807.30
Vinca Crossing	North Saskatchewan	1,034 33		1,034 33
McLeod Valley	McLeod	2,280 82	398 27	2,679 09
North of Jenner	Red Deer	1,145 49		1,145 49
Gregory Crossing	Red Deer	1,057 26		1,057 26
Elk Point	North Saskatchewan	5,303 16	1,966 14	7,269 30
West of Morrin	Red Deer	2,188 77		2,188 77
Smith	Athabasca	4,142 71	848 87	4,991 58
South Falher	Little Smoky		698 91	698 91
Grovedale	Wapiti	1,040 40		1,040 40
Klondyke Crossing	Athabasca	1,486 92	1,645.99	3,132 91
Flatbush	Pembina	1,831.51	1,242 38	3,073 89
South of Wembley	Wapiti	1,826 40		1,826 40
East Coulee	Red Deer	1,921 73	81.15	2,002 88
West of Fawcett	Pembina	1,001 60		1,001 60
South of Crowfoot	Bow	1,344 82	5 40	1,350 22
Jarvie	Pembina	2,141 42	779 82	2,921 24
South of Fawcett	Pembina	1,406 75		1,406 75
Waskateneau	North Saskatchewan	2,115 04	36 44	2,151 48
North of Blue Ridge	Athabasca	1,605 97		1,605 97
Mahaska	McLeod	1,300 72	60 04	1,360 76
North of Atlee	Red Deer	1,115 25		1,115 25
Watino	Smoky	2,046 79		2,046 79
Forbesville	North Saskatchewan	2,234 00	643 01	2,877 01
South of Empress	South Saskatchewan	1,819 99		1,819 99
Rosevear	McLeod	977 31	33 72	1,011 03
Warspite	North Saskatchewan	1,511 05		1,511 05
Fort Vermilion	Peace	1,418 52		1,418 52
Heinsburg	North Saskatchewan	3,889 30	727 57	4,616 87
Rosedale	Red Deer	2,899 92		2,899 92
Beauvallon	North Saskatchewan	1,108 06		1,108 06
Bowslope	Bow	1,394 96		1,394 96
At Whitecourt	Athabasca	6 00	653 55	659 55
Ferries	General	3,296 92		3,296 92
Appropriation 704—Income Account		\$116,735 07	\$ 15,922 34	\$132,657 41

*This ferry is on the 4th meridian and operated by the Province of Saskatchewan, the Province of Alberta paying fifty per cent. of the operating cost

BRIDGE CONSTRUCTION AND MAINTENANCE

April 1, 1944-March 31, 1945

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the year, nine crews were employed on bridge work.

Some river protection work was done at Blairmore and Lethbridge. Considerable Ferry Maintenance was done by our crews, and several bridges replaced by concrete or wood stave culverts. A great deal of damage was done by flood to bridges in the Pembina Valley and the area west of Leduc. All these were salvaged and reconstructed.

The construction of the following bridges was commenced, but owing to flood conditions and the labour situation, progress was delayed:

Athabasca River at Smith—650 feet steel on concrete substructure
Saskatchewan River at Rocky Mountain House—700 feet steel on concrete substructure
These bridges will be completed in 1945.

The following is a list of steel bridges which were reconstructed:

Size	Stream	Location
1- 60 foot Steel Span	Strawberry Creek	S E. 15-50-1-5
1- 60 foot Steel Span	Modeste Creek	7/18-48-4-5
1-125 foot Steel Span	Modeste Creek	20/29-49-4-5
1-150 foot Steel Span	Pembina River	N 15-63-27-4
1-100 foot Steel Span	Pembina River	
2-125 foot Steel Spans	Pembina River	S W. 11-58-3-5
1- 50 foot Steel Span	Harmon River	W. 30-81-20-5

The following is a list of new steel bridges which were constructed:

Size	Stream	Location
1- 80 foot Steel Span	Embarras River	N E 33-48-21-5
1- 80 foot Steel Span	Embarras River	N E. 33-48-21-5
1- 60 foot Steel Span	White Mud River	N E 6-87-23-5
1-100 foot Steel Span	Beaverlodge River	In 7-71-9-5

SUMMARY OF WORK ON BRIDGES, 1944-45

Steel Bridges as shown above	10
Timber Bridges Constructed	156
Bridges Maintained	122
Total	288

MAIN HIGHWAYS BRANCH

(N. W. MACPHERSON, *Commissioner of Highways and Bridges*)

During the season 1944, a total of 177.75 miles of highway were graded and 117.52 miles of grade were re-conditioned. In addition, 362.41 miles were gravel surfaced.

Waterproofed gravel base course was placed on 15.71 miles, and given an asphalt surface treatment between Calgary and Crossfield.

Work was delayed more than usual on account of excessive rainfall and labour conditions.

There were fifteen Engineering parties in the field.

Following is a statement of the work performed during the year ended March 31, 1945:

GRADING
MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Calgary to Crossfield	25 15	SEG	Day Labour
Canyon Creek to Kinuso	16 46	GR	Day Labour
Kinuso to Arcadia	19 35	GR	Dry Labour
Kinuso to Arcadia	8 90	SEG	Day Labour
Saskatchewan Boundary to Provost	11 25	GR	Day Labour
Czar to Hughenden	17 00	SEG	Day Labour
Daysland to Camrose	25 08	GR	Day Labour
Little Smoky to Valleyview	16 39	GR	Day Labour
Valleyview West	6 14	GR	Day Labour
Killam to Galahad	24 00	SEG	Day Labour
TOTAL	169 72		

SEG, Standard Earth Grade, 75 05 miles, GR, Grade Reconditioning, 94 67 miles

SECONDARY HIGHWAYS

Location	Miles	Type	Work Done by
Glenevis to Lisburn	12 30	SEG	Day Labour
Warspite to Vilna	29 24	SEG	Contract
Dixonville to North Star	21 32	GR	Day Labour
W of Calmar to Fifth Meridian	1 53	GR	Day Labour
Wainwright North	8 92	SEG	Day Labour
TOTAL	73 31		

SEG, Standard Earth Grade, 50 46 miles, GR, Grade Reconditioning, 22 85 miles.

MISCELLANEOUS

Location	Miles	Type	Work Done by
Dapp to Flatbush	19 00	SEG	Day Labour
McLeod River South	12 00	SEG	Contract
Lloydminster South	21 24	SEG	Day Labour
TOTAL	52 24		

SEG, Standard Earth Grade, 52 24 miles

GRAVELLING

FIRST COURSE GRAVEL SURFACING—MAIN HIGHWAYS

Location	Miles	Work Done by
Airdrie to Crossfield	9 45	Contract
Kinuso to Arcadia	10 03	Day Labour
Grande Prairie to Beaverlodge	5 43	Day Labour
Lanfine Hills	4 57	Day Labour
Saskatchewan Boundary to Provost	11 25	Day Labour
Czar to Hughenden	8 87	Day Labour
Daysland to Camrose	25 28	Day Labour
Little Smoky to Valleyview	13 00	Contract
TOTAL	87 88	

Day Labour, 65 43 miles; Contract, 22 45 miles

DEPARTMENT OF PUBLIC WORKS

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Glenevis to Lisburn	10 57	Day Labour
Radway to Waskatenau	5 75	Day Labour
Waskatenau to Vilna	36 52	Day Labour
W of Calmar to Fifth Meridian	3 05	Day Labour
Wainwright North	8 79	Day Labour
TOTAL DONE BY DAY LABOUR	64 68	

MISCELLANEOUS

Location	Miles	Work Done by
Lloydminster South	8.00	Day Labour
TOTAL DONE BY DAY LABOUR	8.00	

REPLACEMENT GRAVEL SURFACING—MAIN HIGHWAYS

Location	Miles	Work Done by
St Albert to Morinville	12 47	Contract
Athabasca to Lawrence Lake	9 53	Day Labour
Lawrence Lake to Smith	20 53	Day Labour
Kinuso to Arcadia	15 02	Day Labour
Grande Prairie West	2 30	Day Labour
Drumheller to Munson	9 51	Day Labour
Munson to Hanna	39 51	Day Labour
Drumheller to Rosedale	4 15	Day Labour
Edmonton to Namao	6 05	Day Labour
TOTAL	119 07	

Day Labour, 106 60 miles; Contract, 12 47 miles

SECONDARY HIGHWAYS

Location	Miles	Work Done by
Okotoks to Longview	23 95	Contract
Gunn to Glenevis	8 99	Day Labour
Beiseker to Trochu	45 25	Day Labour
Vilna East	4.59	Day Labour
TOTAL	82 78	

Day Labour, 58 83 miles, Contract, 23 95 miles

WATERPROOFED STABILIZED GRAVEL BASE COURSE—MAIN HIGHWAYS

Location	Miles	Work Done by
Calgary to Airdrie	15 71	Contract
TOTAL DONE BY CONTRACT	15 71	

SUMMARY OF GRAVELLING

Type	Day Labour	Contract	Total
First Course Gravel Surfacing	138 11	22 45	160 56 miles
Replacement Gravel Surfacing	165 43	36 42	201 85 miles
Stabilized Gravel Base Course		15.71	15 71 miles
TOTAL	303 54	74 58	378 12 miles

BITUMINOUS SURFACING—MAIN HIGHWAYS

Location	Miles	Type	Work Done by
Calgary to Airdrie	15 71	Surface Treatment	Day Labour
TOTAL DONE BY DAY LABOUR	15 71		
Stony Plain to Beach Corner	9 59	Seal Coat	Day Labour
TOTAL DONE BY DAY LABOUR	9 59		

SUMMARY OF BITUMINOUS SURFACING

Asphalt Used (including waterproofing in Stabilized Base Course)	387,927 gals.
Aggregate Used	9,393.5 cu. yds.
Area Treated	440,552 sq. yds.

TOTAL GRAVEL QUANTITIES TAKEN OUT UNDER ALL PROJECTS

	Day Labour	By Contract	Total Cu. Yds.
Crushed Gravel to Railway Cars		4,392	4,392
Crushed Gravel to Trucks or Stockpile	92,625	225,844	318,469
Pit Run Gravel to Trucks or Stockpile	159,917 5	5,287 5	165,205
Crushed Gravel from Stockpile to Trucks	29,286 5	70,843	100,129 5
TOTAL CUBIC YARDS	281,829	306,366 5	588,195 5

DEPARTMENT OF PUBLIC WORKS

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MAIN HIGHWAYS CONSTRUCTION
EXPENDITURE APRIL 1, 1944, TO MARCH 31, 1945
4th Meridian Road—S W 4, 1944-45

CULVERTS.		
Haul and Install	\$ 5,111 26	
Material (including Freight)	6,083 31	
		\$ 11,194 57
CLAY SURFACING		
Haul, Spreading, etc		1,093 81
ENGINEERING.		
Grading	\$ 6,421 37	
Reconstruction, Location, etc	2,593 33	
Gravel Surfacing	553 89	
		9,568 59
COMPENSATION		
Fencing		344 20
FENCING.		
Haul and Erect	\$ 599 04	
Material (including Freight)	15 50	
		614 54
GRADING.		
Clearing	\$ 1,141 32	
Excavation	69,414 17	
Grubbing	2,614 57	
		73,170 06
GRAVEL SURFACING.		
Stripping, Excavating, etc	\$ 1,476 84	
Haul, Spreading and Finishing	5,961 55	
Cost of Gravel, etc	258 51	
		7,696 90
MOVING POLES		
Moving Power and Telephone Lines		286 27
		\$103,968 94
NOTE: Total Expenditure S W 4		
Less reimbursed by Province of Saskatchewan		\$103,968 94
		51,282 96
		\$ 52,685 98

DEPARTMENT OF PUBLIC WORKS

MAIN HIGHWAYS CONSTRUCTION
STATEMENT OF EXPENDITURE, YEAR ENDED MARCH 31, 1945

Project No	Description	Total	Engineering	Grading	Culverts	Fencing	Compensation
2A2	Cardston to Macleod	\$ 672 13				\$ 609 17	
2C1	Calgary to Carstairs	41,283 39	\$ 5,952 28	\$ 10,804 65	\$ 719 18	808 81	\$ 4,785 00
2C2	Carstairs to Bowden	31 16	31 16				
2D2	Ponoka to Millet	6,386 83	415 79				
2D3	Millet to Edmonton	25,938 17	698 87				
2E1	Edmonton to Legal	15,870 86	3,708 35				
2E2	Legal to Rochester	1,602 53	1,602 53				
2F1	Athabasca to Lawrence Lake	2,860 54	154 20				
2F2	Lawrence Lake to Smith	9,558 21	180 55				150 00
2F3	Smith to Lesser Slave River	273 78	13 27				
2F4	Lesser Slave River to Kinuso	19,325 89	232 23	7,202 04	1,234 91		69 84
2G1	Kinuso to Arcadia	39,348 60	1,219 74	16,874 66	4,997 27		515 00
2G2	Arcadia to Triangle	75 60					75 60
2G3	Triangle to Donnelly	10 00					10 00
2H2	6th Meridian to Dunvegan	27 25					27 25
2J1	Dunvegan to Rycroft	398 31					398 31
2K1	Grande Prairie to Beaverlodge	4,981 28					36 00
3A3	Taber to Lethbridge	18,646 27	1,350 19			16 98	1,400 21
3B1	Lethbridge to Macleod	14,575 72	2,186 01	11,607 90			
4A1	Lethbridge to Warner	89 03	89 03				
4A2	Warner to Coutts	5,110 15	5,093 83	16 32			
7A	Okotoks to Black Diamond and South	17,646 00	667 59				
9A2	Carbon Corner to Munson	1,154 74	88 53				
9B1	Munson to Hanna	1,282 84	37 32				
9B2	Hanna to Youngstown	3,768 59	6 60				
10A	Drumheller to Wayne	1,215 02	103 83				
11A	Red Deer to Rocky Mountain House	447 10					
11B	Rocky Mountain House to Brazeau	335 63	335 63				
13A	Hughenden to Alberta-Saskatchewan Boundary	53,694 90	3,408 53	34,981 76	4,946 51	440 10	131 00
13B3	Camrose to Daysland	47,969 92	2,131 00	20,610 37	1,417 57		
14A	Alberta-Saskatchewan Boundary to Wainwright	62 66			62 66		
16A2	Vermilion to Innisfree	2,541 97		99 60			2,442 37
16B2	Chipman Corner to Edmonton	4,302 75	3,992 75				310 00
16C1	Edmonton to Carvel Corner	65,001 38	2,156 78	55 17	30 79		50 00
17A1	Carvel Corner to Sangudo	70,235 28	4,476 97	33,099 14	11,738 69		859 50
17A2	Sangudo to Whitecourt	925 59	925 59				
19A	Wetaskiwin to Pigeon Lake	14,128 77					
21A1	Beiseker to Elnora	29,159 08	1,653 50	140 43			
22A	Midnapore to Black Diamond	32 62	32 62				
28A1	Edmonton to Opal	5,047 49	123 65				
28A2	Opal to Waskateneau	8,343 20	593 75				214 1
28B1	Waskateneau to Vilna	127,591 39	12,630 99	68,049 75	11,971 33		483 2
34A1	Triangle to Valleyview	72,565 62	4,815 95	50,982 01	4,552 71		
34A2	Valleyview to 6th Meridian	15,308 50	2,187 58	10,677 99	1,216 93		1,226 0
35A	Grimshaw to Notikewin	8,364 47	35 63	7,877 49	57 60		
36A2	Killam to Castor	65,373 16	3,810 04	48,534 50	11,937 17	19 70	17 7
39A	Leduc to 5th Meridian	1,877 13	113 02	304 76			
40A	Cardston to Emigrant Gap	8,427 06		223 92			8,203 1
41A	Vermilion to Wainwright	22,485 34	1,521 13	16,230 55	1,780 80		13 0
42A	Lousana to Penhold	706 81	706 81				
41-9-18	Westlock to Smith	71,140 72	6,540 45	58,462 22	4,709 98	622 20	805 8
48995	Bickerdike to Coalspur	44,370 07	7,300 58	26,646 33	10,337 16		
40 00E17	Town of Hanna	1,094 86	19 85				
40 00E23	City of Medicine Hat	1,283 40					
40 00E28	City of Red Deer	147 90					
40 00E42	City of Drumheller	136 05					
40 00E43	City of Wetaskiwin	213 30					
40 00E44	Town of High River	2,400 00					
40 00E47	City of Lethbridge	853 50					
40 00E71	City of Edmonton	4,138 50					
40 00E72	City of Calgary	2,607 60					
40 00E76	Village of Killam	275 13					
40 00E118	Village of Vilna	524 31					
40 00E120	Village of Delia	549 11	5 30				
3077	Rentals—Pit Sidings and Gravel Pits	1,288 52				3 90	554 1
3083	General and Administration	44,706 11	2,385 19	6,578 72			271 9
		\$1,032,798 79	\$ 85,735 19	\$430,060 28	\$ 71,711 26	\$ 2,520 86	\$ 23,049 1

SUMMARY

Appropriation 754A	\$ 43,076 52
Appropriation 754B	989,722 27
	<u>\$1,032,798 79</u>

S W 4, 1944/45—Construction of Road on 4th Meridian South of Lloydminster.	
Total Expenditure—See Detailed Statement	\$103,968 9
Less Reimbursed by Province of Saskatchewan	51,282 9
Net Expenditure	<u>\$ 52,685 9</u>

DEPARTMENT OF PUBLIC WORKS

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Moving Poles	Gravel Surfacing	Miscel- laneous	Sub-Grade Stabilizing	Clay Surfacing	Surface Treatment	Seal Coat	Priming	Plant Mix	Grants to Incorporated Areas
	\$ 62 96		\$ 15,924 08		\$ 1,761 72		\$ 527 67		
\$ 175 15			101 45		5,869 59				
	12,162 51		25,064 15						
	2,706 34								
	9,227 66								
	260 51								
36 26	10,586 91								
	15,705 67								
	4,945 28		14,545 05		1,333 80				
	781 81								
	16,978 41								
	1,066 21								
	1,245 52								
	3,761 99								
	1,111 19		447 10						
50	9,786 92								
	23,810 48								
			35,259 70		7,988 55	\$ 6,995 16	870 33	\$ 11,594 90	
	20,060 98								
	14,128 77								
	27,365 15								
	4,923 84								
	7,535 35								
	30,285 88			\$ 4,170 19					
	12,214 95								
1,054 00	393 75								
	1,459 35								
	2,939 86								
	95 00								
	1,075 01								\$ 1,283 40
									147 90
									136 05
									213.30
									2,400 00
									853 50
									4,138 50
									2,607 60
									275 13
									524.31
	543 81								
	730 52								
		\$ 35,470 25							
\$ 1,265 01	\$237,952 59	\$ 35,470 25	\$ 91,341 53	\$4,170 19	\$ 16,953 66	\$ 6,995 16	\$ 1,398 00	\$ 11,594 90	\$ 12,579 69

NOTE Reconstruction work in the sum of \$42,300 26 was also undertaken by the Branch Payment for same was made from Appropriation 706BH-707BH, and is included in Statement for Main Highways Maintenance and District and Local Roads.

NOTE The above figures include Special Appropriation 754BS.

NOTE The above figures do not include Post-War Reconstruction, O.C 683, 1944/45.

SURVEYS BRANCH

Report for the Fiscal Year ended March 31, 1945

(A. P. C. BELYEA, *Director of Surveys*)

During the year, four field parties were employed from the first week in May until the 1st of November on survey of main highways, new roads, road diversions and miscellaneous surveys.

The following is a summary of the work of this Branch during the past year:

Surveys required and brought forward from 1943 (after revising schedule)	141
Surveys asked for during 1944	105
Surveys made during 1944	90
Surveys carried over to 1945	156
Plans submitted and examined on behalf of Municipal Districts	88
Titles issued to roadways surveyed by Municipal Districts	73
Plans prepared and filed in Land Titles Office	82
Certificates of Title received for roadways	139
Certificates of Title received for lands given for public purposes under	
Departmental regulations as to subdivisions	5
Certificates of Title to public buildings	5
Transfers issued covering lands no longer required	74
Number of plans of subdivisions approved	109
Plans submitted by Department of Water Resources	20
Plans of Power and Transmission Lines	20
Vouchers issued for compensation	263
Leases of road allowances in force	343
New leases of road allowances issued	40

Location of highways, roads, road diversions, telephone right-of-way, and miscellaneous areas surveyed:

MAIN HIGHWAYS

	Twp.	Rge.	Mer.
Calgary-Edmonton	24	1	5
	27 & 28	29	4
	27 & 28	1	5
Smoky Lake	59	15, 16 & 17	4
Dapp-Flatbush	62 & 63	26 & 27	4
	64	1	5
Valleyview-DeBolt	70,71,72	22 to 26	5

ROAD SURVEYS

I D's & M D's	Section	Twp	Rge.	Mer.
3	15 & 22	1	10	4
3	7 & 8	1	10	4
3	8 & 9	1	10	4
3	N.E. 6	2	10	4
3	S.W. 18	3	10	4
3	8, 9 & 22	3	10	4
3	N.E. 8 & N.E. 9	1	11	4
3	1, 2, 10, 11 & 12	1	11	4
3	2, 11, 34 & 35	1	12	4
3	6, 7, 8, 9, 16, 17	1	12	4
3	3, 4 & 9	2	12	4
3	31	2	12	4
3	34	2	12	4
3	3 & S.E. 6	3	12	4
3	1, 2, 3 & 12 & N.E. 9	1	13	4
3	N.W. 33 & S.E. 36	2	13	4
3	S.W. 3	3	13	4
3	N.W. 35	16	14	4
Special Areas	10, 13	31	14	4
Special Areas	N.E. 36	33	14	4
3 I.D.	1, 2, 3 & 5, 6	2	18	4
14 M.D.	N.W. 29	8	15	4
46 I.D.	S.W. 23	24	9	5
28 I.D.	14 & 15	17	17	4
83 M.D.	N.W. 36	53	24	4
83 M.D.	R.L.s 39, 41, 43 & 45	52	24	4
83 M.D.	1- 6	53	23	4

DEPARTMENT OF PUBLIC WORKS

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I.D's & M D's	Section	Twp.	Rge.	Mer.
	30-36	52	23	4
83 M D.	1- 6	53	22	4
	30-36	52	22	4
83 M D.	1- 6	53	21	4
	30-36	52	21	4
83 & 73 M D.	1- 6	53	20	4
	30-36	52	20	4
83 & 73 M D	1- 6	53	19	4
	30-36	52	19	4
83 & 84 M D.	N W 36	52	28	4
101	25, 26 & 35	64	11	4
101	24, 25, 31, 32 & 36	63	4/5	4
101	10 & 3	62	1	4
101	6	64	10	4
102	11	66	15	4
107	23 to 35	63	26/25	4
86 M D.	4, 5 8 & 9	58	10	4
86 M D	3 & 33	59	9	4
		58		
86 M D.	10	60	9	4
86 M D	9	58	9	4
89 M D.	10	59	20	4
92 M D.	13	62	27	4
126	31	72	20	5
126	30-36	72	21	5
126	13, 14, 23 & 24	70	22	5
126	26, 27 & 28	72	1	6
126	14	76	1	6
130	11, 12, 13 & 14	78	24	5
130	26	75	22	5
132	31 & 32	77	4	6
132	22 & 23	87	24	5
134	7, 8, 9, 10	80	6	6
	6, 5, 4, 3			
134	12	80	6	6
134	29	76	6	6
134	24 & 25	76	6	6
134	4 & 9	80	7	6
138	5	91	22	5
138	20 & 29	90	22	5
138	33	84	23	5
130	36	75	22	5
130	29	78	23	5
MISCELLANEOUS				
I D's & M D's	Section	Twp.	Rge.	Mer.
Special Areas	9	31	14	4
49 M D	25, 26 & 27	Subdivision		
		28	1	5
77	S E ¼ 9	Re-setting Bench Marks		
		50	7	5
63 M D	1 to 36, etc	Ditch		
		48	21	4
		— Telephone R/W		
89 M D.	4 & 5	47		
		59	20	4
89 M D.	23	Creek diversion		
		59	14	4
138	S W ¼ 3	Creek diversion		
		91	23	5
126	25	Nuisance Ground		
		70	25	5
126	22, 23, 24, 25, 26, 27, 34, 35 & 36	School site		
		72	22	5
125	11	Twp subdivision		
		74	16	5
		Highway encroachment		

TOWN AND RURAL PLANNING ADVISORY BOARD

(A. P. C. BELYEA, *Director of Town Planning*)

The members of the Board are: Mr. G. H. N. Monkman, Deputy Minister of Public Works, Mr. W. S. Gray, K.C., Attorney General's Department, Mr. A. P. C. Belyea, Director of Town Planning, and the Hon. W. A. Fallow, Minister of Public Works, as Chairman.

One meeting of the Board was held during the year for the purpose of revising regulations made under The Town Planning Act in regard to building lines, gasoline filling stations, tourist camps and sign boards on land adjoining Provincial main highways and for considering proposed additions to the subdivision regulations of the Department of Public Works. At this meeting the Board recommended that all previous regulations in regard to building lines, etc., on land adjoining main highways be rescinded and drafted proposed new regulations, and recommended that these be made applicable forthwith. It is expected that new regulations will come into effect during the fiscal year 1945-46. As a result of the Board's recommendations the subdivision regulations were amended by the addition of a new regulation requiring the provision of extra right-of-way for highway purposes in all new subdivisions adjoining Provincial main highways.

During the year, zoning by-laws were passed by the City of Lethbridge, the Town of Grande Prairie, the Villages of Beaverlodge and Bentley, and by the Municipal District of Leduc for the Hamlet of Calmar, and were approved under the provisions of the Act. The Municipal District of Leduc also passed a by-law providing for a town planning scheme for the Hamlet of Calmar, which also was approved. By-laws amending zoning by-laws of the Cities of Edmonton and Calgary and the Town of Camrose were approved during the year.

Eight transfers of land were approved under the provisions of Section 35 of The Town Planning Act.

As during the previous year, a considerable number of subdivision plans have been dealt with by the Town Planning Branch. The total number of plans examined during the year and approved by the Director of Town Planning was 109. This is the largest number of subdivision plans so approved during any year since The Town Planning Act has been in effect, and this figure indicates a continuing increase in building activity throughout the Province.

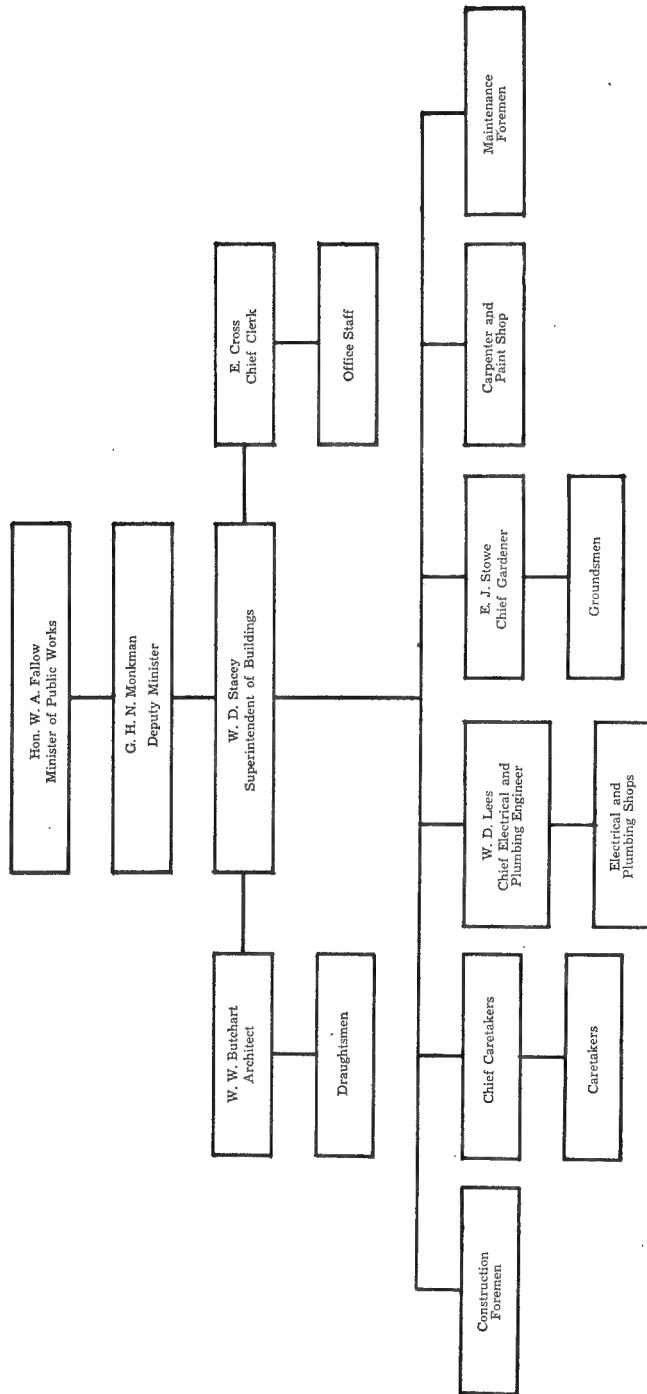
No application for permits for the establishment of automobile tourist camps were received during the year, but three inquiries were received in regard to the Board's regulations in respect to automobile tourist camps by persons proposing to establish such camps on main highway routes after the war.

A number of inquiries in regard to the application of local zoning regulations were dealt with by the the Town Planning Office, and there was a noticeable increase in the number of inquiries received

not only from within the Province, but from various places in Eastern Canada in regard to town planning matters in general.

A great deal of concern is being shown by cities in the Province in the matter of zoning areas adjacent to their limits. The Board has recommended that the cities and municipalities affected should set up a regional planning board in each instance, so that the situation could be controlled.

ORGANIZATION CHART, DEPARTMENT OF PUBLIC WORKS
BUILDINGS BRANCH



BUILDINGS BRANCH

Report for the Fiscal Year ended March 31, 1945

(W. D. STACEY, *Superintendent of Buildings*)

The general repair and maintenance of all public buildings and institutions have been carried on by this Branch similar to previous years, to keep them up to standard. Several buildings were erected, and all work performed by day labour under the supervision of our foreman and directed from this office.

Following is a list of the various projects:

Black Diamond.

A four-stall garage was built for the Gas Conservation Board.

Brooks.

A root cellar was constructed at the Demonstration Farm.

Calgary.

The Radio Station was stuccoed and painted.

The Provincial Warehouse, formerly known as the James Storage Building, was purchased and considerable alterations were made.

The old Telephone Building was purchased and alterations are being made for offices.

Camrose.

A new Beer Warehouse was constructed.

Claresholm.

A sun porch was built on the Infirmary Building at the Provincial Auxiliary Hospital.

Coleman.

A Forest Ranger's dwelling was constructed.

Edmonton.

The Radio Station was stuccoed and painted.

At the Public Works Building, considerable alterations have been made for occupation of new offices.

The boiler room of the Highway Storage and Garage Building, Edmonton (S), was plastered and stuccoed.

The shop addition was stuccoed and decorated.

Fort Saskatchewan.

At the Provincial Jail a new hog pen was built.

Keith.

The new unit at the Central Alberta Sanatorium, which was started last year, was completed.

An extension was made to the root cellar.

Lethbridge.

A new greenhouse was built at the Provincial Jail.

Olds.

At the Agricultural School an addition was built to the dormitory; also addition to kitchenette.

Other new buildings erected were: Slaughter house and cooler, new granaries and open shed.

Oliver.

At the Poultry Farm, Provincial Mental Institute, an implement shed was constructed.

The water, sewer and steam line was installed from the Institute to the farm dormitory.

The refrigeration system was completed.

Two new root houses were built, also feeder mix house.

An addition built to the stable and an implement shed.

Peace River.

A snow plow shed was constructed.

The Radio Station was stuccoed and painted.

Ponoka.

An addition to the cannery was built at the Provincial Mental Hospital.

Red Deer.

At the Provincial Training School, a combined feed and slaughter house was built.

One-storey dormitory was completed.

Vermilion.

The exterior of the snow plow shed was painted.

Police Buildings.

General repairs and alterations were made at a number of the Government Buildings occupied by the R.C.M.P.

An addition was built to the barracks at Westlock.

A two-stall garage was built at the Brooks station.

Architectural Branch.

All plans and specifications for our work were prepared by this Branch, also plans and specifications and general supervision for the Buildings Branch, Department of Education.

Carpenter Work.

This branch of our work has been very busy manufacturing and supplying furnishings and equipment, also sash and doors, for the various institutions and buildings throughout the Province.

During the year there were several fires as undernoted:

Bow Island.—Garage at R.C.M.P. buildings partially destroyed.

Lethbridge.—Hog house at Provincial Jail, partially destroyed.

Oliver.—Small portable granary at the Provincial Mental Institute completely destroyed.

Red Deer.—Live stock barn completely destroyed; hog barn partially destroyed.
Rochfort Bridge.—Garage at R.C.M.P. buildings completely destroyed.
St. Paul.—Provincial Building completely destroyed.
Vermilion.—Farm house dwelling partially destroyed.

BUILDINGS MAINTENANCE BRANCH—EXPENDITURE FOR 1944-45

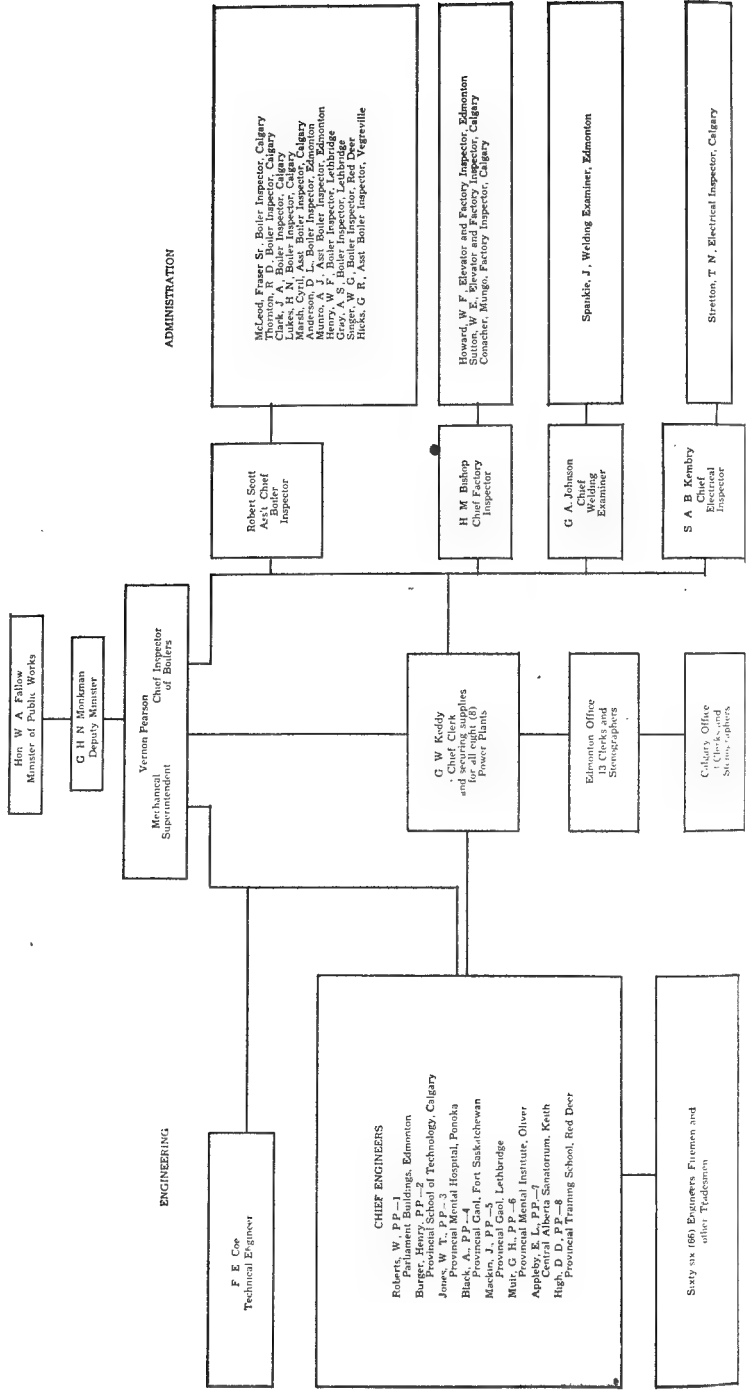
CAPITAL EXPENDITURE

756	Furnishings and Equipment, Legislative and Departmental Buildings and Public Institutions, including S W 11, 22, 35	\$246,951 22	\$246,951 22
759	Sites and Construction, including S W 6, S W 11, S W. 12, S W 20, S W 22, S W 25, S.W. 26, S W. 34, S W, 35, S W 36	508,343 54	508,343 54
			<u>\$755,294.76</u>

INCOME EXPENDITURE

708	Administration	\$ 26,350 30	
709	Legislative and Departmental Buildings	530,763 15	
710	Public Institutions	103,425 37	
713	Government House	4,899.69	
			<u>\$665,438 51</u>

ORGANIZATION CHART DEPARTMENT OF PUBLIC WORKS
MECHANICAL BRANCH



MECHANICAL BRANCH

Report for the Fiscal Year ended March 31, 1945

(VERNON PEARSON, *Superintendent*)

The report deals with the activities of the following Departments of the Mechanical Branch for 1944-45:

1. The maintenance and operation of power plants and utility services of the eight largest institutions.
2. The administration of The Steam Boilers Act.
3. The administration of The Factories Act.
4. The administration of The Welding Act.
5. The administration of The Electrical Protection Act.

Power Plants and Institution Maintenance.

The situation with regard to the supply of materials and capable trained staff has not changed materially since last year. The supply of both is limited.

Examination of the power plant statistics shows that while there was a slight reduction in the demand for services, there was an increase in the overall cost, slightly in excess of \$26,000.00.

Coal costs account for over \$12,000.00 of this amount in spite of the fact that there was a reduction of 1,000 tons in the amount of coal used. This is accounted for by the fact that while prices have increased very slightly, coal is being purchased at greater distances from the plants, increasing the freight charges, and the quality of the coal supplied is lower than that of previous years.

The remaining \$14,000.00 of the \$26,000.00 increase is accounted for largely by the upward revision of wage and salary rates. A small portion of this is accounted for by an increase in the cost of repair parts and materials.

At the Oliver Mental Institute the second section of the Sewage Disposal Plant was completed and, in addition, a reinforced concrete digester was added. This work completes the sewage disposal plant at this institution, and gives us one of the most modern and efficient sewage disposal plants in Western Canada.

No other major alterations or construction work was attempted during the year.

PROVINCIAL GOVERNMENT POWER PLANT STATISTICS
For Year ended March 31, 1945
(Vernon Pearson, Mechanical Superintendent)

No.	Name	Steam Purchased (Pounds)	FUEL		WATER		ELECTRICITY		MECHANICAL REFRIGERATION (Tons)	Expenditure for Maintenance and Operation
			Coal (Tons)	Gas (Cubic Feet)	Pumped from Local Sources (Imperial Gallons)	Purchased	Generated	Purchased		
1.	Parliament Buildings and Administration Building, Edmonton		3,658			18,049,625	525,700	475,860		\$ 37,379.67
2.	Institute of Technology, Calgary	2,864,000		348,000		1,724,000		106,500		4,035.26
3.	Ponoka Mental Hospital		12,132		60,190,000		1,483,350		5,470	108,755.18
4.	Fort Saskatchewan Gaol		3,204		8,210,000		195,205			27,267.38
5.	Lethbridge Gaol		2,643		10,111,475		101,951			18,025.47
6.	Oliver Mental Institute		7,970			6,903,525	919,600			77,026.86
7.	Central Alberta Sanatorium, Calgary			47,332,000	23,829,000	34,881,437	339,780		1,200	28,331.87
8.	Provincial Training School, Red Deer		2,181			13,184,657	86,415	58,800		25,859.33
TOTALS		2,864,000	31,788	47,680,000	102,340,475	74,743,244	3,652,001	641,160	6,670	\$326,681.02

Total Coal used	31,788 Tons
Total Gas used	47,680,000 Cubic Feet
Total Water used	177,083,719 Imperial Gallons
Total Electricity used	4,293,161 Kilowatt Hours
Total Refrigeration	6,670 Tons
Total Steam purchased	2,864,000 Pounds

THE STEAM BOILERS ACT

No fatalities or serious accidents due to the failure of any pressure vessel have been reported during the year.

The death of Evan Kean occurred when he was overcome by gas while gauging a crude oil tank at the British Dominion tank farm.

Harvey H. Cleveland was injured at the Taber Canning Company's plant when an explosion occurred while lighting the pilot light under one of the gas fired boilers.

Paul Mislin and Hugh Cameron were injured when a gas explosion occurred in the duct between two boilers at the City of Calgary Power Plant.

H. P. Pigeon suffered minor head injuries due to the failure of a cast iron tee in the main steam header at Newell and Chandler's Pacific No. 8 well.

When inspecting the boilers in the Sentinel Plant of the East Kootenay Power Company, Inspector W. F. Henry discovered a number of cracks in the tube headers. Subsequently it was determined that these cracks were caused by caustic embrittlement or intercrystalline breakdown. Following extensive investigation and repairs to two of the boilers, the steam plant was permitted to continue in service at the original working pressure, upon the understanding that a reliable feed water treatment would be used and a close check maintained on the boiler water analysis to ensure the elimination of unsatisfactory boiler water.

About the usual number of boilers were damaged due to scale or oil on the heating surface, insufficient water in the boilers, and boilers located in buildings which were destroyed by fire.

Wartime conditions made it necessary for the owners of some pressure vessels to apply for special consideration in regard to extending the useful life of these vessels. Each of these applications was given careful consideration. Some of the pressure vessels were repaired, and as a war emergency measure permitted to continue in operation.

There were three prosecutions for operating boilers contrary to the provisions of The Boilers Act; a conviction was obtained in each case.

The northwest portion of the Province south of the Peace River and west of the British Columbia boundary, and the northeast portion of the Province in the vicinity of Waterways, were visited by Inspectors during the summer months, who completed inspection of all pressure vessels in those districts.

Assistant Inspector Axel P. Wade and Inspector of Unfired Pressure Vessels H. Norman Lukes were appointed to the Calgary Office on April 15th, 1944.

Assistant Chief Inspector A. Bradshaw was absent on sick leave from December 13th until the end of the fiscal year.

The following is a summary of the work accomplished during the year, along with a comparative summary of work and revenue for the years 1943-44 and 1944-45:

	1944-45	1943-44
Type of Boiler or Pressure Vessel inspected		
Horizontal Return Tubular	406	461
Horizontal Furnace	49	41
Water Tube	272	192
Locomotive Type	862	995
Vertical	211	174
Air Receivers	2,314	1,842
Heat Exchangers	134	113
Oil Stills	10	
Steam Processors	66	66
Steel Heating	619	429
Cast Iron	493	656
Miscellaneous	406	390
Total number inspected	5,842	5,359
Condition of Pressure Vessels inspected		
Good	3,550	3,156
Fair	2,137	2,050
Poor	120	113
Condemned	12	10
Scrapped	23	30
Total	5,842	5,359
Certificates issued	4,776	4,342
Number of Inspection Visits	7,256	6,556
Number of Special Inspections under Sec 13 of The Boilers Act	119	93
Factory Act Inspections	790	828
Number and Class of Engineers' Certificates issued		
First Class	1	3
Second Class 750 H.P.	1	7
Second Class 500 H.P.	12	10
Third Class	65	55
Special	22	19
Traction Final	9	12
Fireman's Final	29	34
Provisional	421	413
Temporary	391	362
Welder's Certificates	19	10
Total	970	925
Number of Designs surveyed	128	96
Revenue for surveying and Registering Designs	\$ 1,009 50	\$ 731 00
Engineers' Registrations	2,346 00	2,463 00
Engineers' Certificates	4,794 00	4,588 00
Pressure Vessel Registrations	39,464 25	39,059 75
Special Inspection Fees	3,279 25	2,035 57
Total Revenue	\$ 50,893 00	\$ 48,877 32

THE FACTORIES ACT

Very little change was noted in the mercantile and industrial life of the Province in this, the sixth year of the war, and it would seem that production for war purposes reached its peak during the year ended March 31st, 1944, the exception being the production of meat products, sugar and canned vegetables.

Oil production during the year showed a decrease over that of the previous year, but considerable expansion in the search for oil during the year was made and prospecting has been carried on in many parts of the Province previously unexplored.

Military authorities have released several premises which they have occupied, and these buildings are being returned to the mercantile and manufacturing industries.

Employment in the catering industry again has maintained a high level throughout the year. Many businesses have enlarged their present premises and many new businesses have been started in various parts of the Province.

Due to the deletion of certain sections of The Factories Act in 1944, inspectors were able to devote greater attention to inspection

of factories where larger staffs are employed and where greater hazards existed.

Requests for special inspections continue to be made both by employers and contractors when alterations in present structures and the changing of equipment are being made, and also when new buildings are being erected.

During the year, copies of all inspectors' reports have been sent to the Workmen's Compensation Board, and we have received from the Board lists of inspectors' reports together with recommendations by their inspectors. The Board has notified this Branch of many accidents and the manner in which they occurred. This information has been of considerable benefit to our inspectors in the course of their duties.

INSPECTIONS

The cities of Medicine Hat and Lethbridge have no resident inspectors, but have received visits from the inspectors resident in Edmonton and Calgary. Lethbridge has received six and Medicine Hat five. Periodically during the year, inspectors made inspections in those parts of the Province where oil wells were being drilled.

Table No. 1 sets forth the number and classification of inspections made together with the number of male and female employees under each class and the number of safety recommendations made.

Under the heading "Safety," recommendations were made relative to the guarding of machinery and shafting, hand rails on the stairways, runways and platforms, openings in floors, conditions of ladders and scaffolding, and access to exits and fire escapes, and housekeeping.

TABLE No 1
SUMMARY OF INSPECTIONS AND EMPLOYEES

	No of Inspections Made	No of Male Employees	No of Female Employees	Total No of Employees	No of Safety Recommend- ations
Factories	2,364	22,208	8,692	30,900	1,214
Shops	1,600	7,678	8,206	15,884	149
Office Buildings	95	205	50	255	2
Totals	4,059	30,091	16,948	47,039	1,365

PASSENGER AND FREIGHT ELEVATORS

There were eight new elevators installed during the year as follows:

One passenger, four power freight (two manually operated), and one power dumbwaiter.

A total of 800 elevator inspections were made, and of these 65 were special or requested inspections, 56 elevators were found "not being operated" at the time of inspection.

A total of 651 Elevator Inspection Certificates were issued, which will net a revenue of \$2,594.00.

Table No. 2 contains information relative to the number of elevator inspections made, classification of such elevator inspections, and the number of recommendations made in each class.

TABLE No 2
SUMMARY OF ELEVATOR INSPECTIONS

Class of Elevator Inspected.	No. Insp	No. Rec
Escalator	7	2
Passenger	183	196
Power Freights	362	583
Manually Operated Freights	47	60
Employee's Belt Lift or Humphries	21	39
Power Dumbwaiter	31	14
Manually Operated Dumbwaiter	8	
Not being Operated	56	2
Condemned	3	
Dismantled or scrapped	18	
Reinspection Passenger	22	17
Freight	35	26
Manual	7	5
Humphrey	1	
Dumbwaiter		
Total	801	944

During the year the Department was informed of 48 accidents occurring on elevators. The following is an analysis by causes of the total accidents reported and investigated:

Falling in Hatchway	3
Shear Platform to Threshold	15
Hand Injuries in Closing Gates and Doors	20
Caught in moving parts	3
Caught in Hatchway Landing Doors	3
Miscellaneous	4
Total	48
Unsafe Conditions	12
Unsafe Acts	31
Undetermined	5
Total	48

In two cases information was laid against employers for failing to carry out safety recommendations made by our inspectors. A conviction was obtained in each case.

THE WELDING ACT

Examination of welders have been held in various points throughout the Province during the fiscal year 1944-45. The following is a list of these points: Edmonton, Calgary, Lethbridge, Drumheller, Blairmore, Turner Valley, Coronation, Castor, Alix, Lacombe, Stettler and Mirror.

A total of 537 certificates were issued. The classification of these is as follows: 41 final journeymen, 6 temporary journeymen, 5 provisional, 143 final specials, 93 temporary specials, 147 apprentices, 2 duplicates. This entailed the checking and approval of 535 applications. In addition to this, 543 examination papers were marked and an equal number of practical tests were conducted. Of these 18 were failures. In addition to the above, 21 practical tests were conducted for welders who were qualifying for welders certificates under The Steam Boilers Act.

Due to the prevailing scarcity of qualified welders it was found necessary to extend the authorization granted to the Department to issue Temporary Welders Certificates as set out in Order-in-Council 1937/43. This was granted originally through Order-in-Council 1832/44. There has been a great demand for temporary welders certificates, and the granting of these has eased a serious situation created by numerous qualified welders joining His Majesty's Ser-

vices or leaving the Province to engage directly on war work. During the fiscal year 1944-45, 99 temporary certificates were issued.

Four accidents were reported to this Department relative to the trade of welding; all were investigated and reports submitted in each case. Two of these accidents occurred when the injured men were assisting welders. The other two received injuries while carrying out actual welding operations.

Thirty-nine investigations were made into alleged infractions of the Act, resulting in 23 prosecutions. In all cases convictions were obtained. Four R.C.M.P. actions at the present time are pending. Seventeen of the prosecutions were handled directly by the R.C.M.P. and the remaining six were dealt with by the inspector. Eighteen charges were infringements of Section (9), the remaining five were infringements of Section (10) of The Welding Act, 1941.

THE ELECTRICAL PROTECTION ACT

A continued increase in the consumption of electrical energy was noted during the year. This can be attributed to a great extent to improved economic conditions, and the more liberal use of electrical energy in all its various applications. The large industrial consumers, particularly those engaged in the production of war materials and the processing of foodstuffs, continue to operate at full time and use large quantities of electric power.

The supply of materials used in electrical utilization installations was increased considerably during the year, but the demand in many lines exceeds pre-war requirements, and periodic shortages still occur in many types of equipment. A very limited supply of new appliances was manufactured, and these were used mainly to supply the requirements of the armed forces and to replace worn out units in essential industries. It is not expected that appliances will be generally available until some months after the war in Europe ends.

Due to improved conditions there is an increasing demand for additions and alterations to existing installations, as well as a large amount of new construction work. As a result, electrical contractors and workmen have been continuously employed, and in many cases they are unable to accept much of the work offered to them. This condition has made it very difficult for many towns and villages to obtain the services of qualified electrical men. Inspections indicate that this lack of qualified men is a serious problem, and the result is that many installations fail to meet the minimum requirements of the various safety regulations.

During the year a new type of service report was issued by the Department. The power companies are required to fill out these reports when a new customer is connected to their lines. Much valuable information is obtained in these reports, and in many cases arrangements have been made to remedy obvious defects without the necessity of a personal inspection by the inspection staff. A total of 579 of these reports have been received and checked since September 1st, 1944.

Regular inspections have been carried out in the southern part of the Province, but due to shortage of staff the areas north and east of Edmonton have not been covered since late in 1941.

The Calgary Power Company and the Canadian Utilities Company installed rural electrification lines in three test areas during the year. These test areas were in the vicinity of Swalwell, Olds and Vegreville. The type of construction used is similar to that followed by the Rural Electrification Administration of the United States. In view of the fact that rules and regulations covering such types of installation have not as yet been promulgated in this Province, an Order-in-Council was passed in September authorizing the Department to permit such construction by special permission. In the areas chosen, the capital cost of delivering power amounted to approximately \$500.00 for each rural customer, and at present some 200 rural customers are being served by these projects.

Approximately 90 individual rural service extensions were made by these companies to farms adjacent to their lines during the year. Applications and enquiries were received from ten times this number which, due to shortage of labour and material, could not be considered.

In conjunction with these projects, a pamphlet was drawn up outlining in brief the rules to be followed for interior wiring and distribution in rural installations. These pamphlets were issued free to electricians and rural customers. A more uniform and safe type of installation resulted. Numerous inspections were made of these rural projects, and while in some cases, due to the shortage of skilled help, defects were found, a reasonably safe and adequate type of installation exists in these areas.

Five fatal accidents, caused by electric shock and burns, occurred during the year. The first of these took place in May when a building was being moved under a power line at Carmangay. A man on top of the building attempted to move a live 13,000 volt power line, and was instantly killed. A similar accident occurred in 1943, and steps were taken by the Highway Traffic Board to have all parties moving buildings under power lines, notify the power company concerned and arrange to have a service man present.

Two fatal accidents occurred in the City of Calgary on July 31st, when two men came in contact with a 4,000 volt line which had been blown down in a severe storm the night before. This accident may be attributed to the failure of the general public to realize the danger of contacting fallen lines, without first making sure the power is off.

Another accident occurred at the Alberta Nitrogen Plant on October 19th, when the foreman electrician and his helper received fatal burns and shock. In this case the workmen had forgotten to disconnect the equipment which they were to work on, and they came in contact with live 66,000 volt lines.

An accident involving farm stock, in which one cow was killed and several received severe shocks, was also investigated. It was found that the farm wiring was in an unsafe condition, and a requisition was issued for the necessary changes.

Several minor accidents were investigated during the year, and recommendations issued to prevent their recurrence.

No extensive additions were made to existing power distribution systems during the year other than the rural electrification projects

outlined. It was, however, necessary to increase the voltage on some lines to take care of increased load, and in some cases where increasing the voltage was not feasible, larger conductors were installed. Further changes of this kind are contemplated for the coming year.

In general, the increase in demand amounted to approximately 10 per cent with a corresponding increase in peak demand.

A complete revision of the Canadian Electrical Code is in progress, and a meeting of the Provincial Code Committee was held in March to consider the suggested revisions. Several recommendations were forwarded for the consideration of the Central Committee in Ottawa.

A considerable increase in the number of approval reports on new equipment, submitted to the Canadian Standards Association for test, were received and checked during the year. A meeting of the Approvals Council of the Canadian Standards Association was held in Toronto in September, at which representatives of all the provinces were present. Various recommendations were made to the testing laboratories for new or additional requirements where field experience indicated this was advisable.

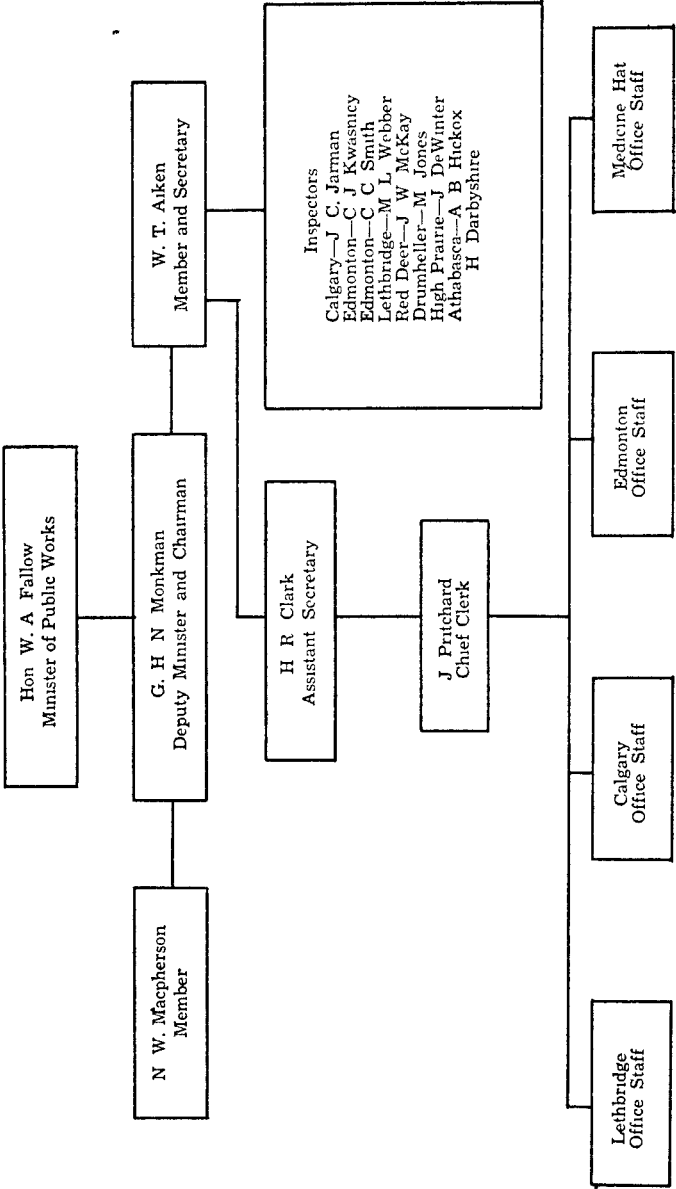
An additional inspector was provided, commencing January 1st, 1945, and it is expected that a more complete coverage of the Province will be possible during the coming year.

Reports, plans, etc., received during the year:

Service Reports	605
Plans and Specifications	17
Clearance Certificates	25
C S A Approval Reports	90

Clearance certificate fees collected, \$144.04.

ORGANIZATION CHART, DEPARTMENT OF PUBLIC WORKS
HIGHWAY TRAFFIC BOARD



HIGHWAY TRAFFIC BOARD

(G. H. N. MONKMAN, *Chairman*; W. T. AIKEN, *Secretary*)

Restrictions imposed by the Federal Transit Controller in 1942-43 covering the operation of passenger service by bus remained virtually in effect throughout the fiscal year 1944-45, with only slight relaxation. Difficulties in obtaining new equipment continued with the result that bus companies were taxed to capacity to meet the demands for passenger transportation. A number of changes, i.e., the ownership and operation of certain routes, were approved by the Board.

The Blue Bird Bus & Taxi discontinued operation between Calgary and DeWinton owing to the closing of the Airport. Operation was also discontinued by G. H. Scougall between Macleod and the Airport at Pearce. A major change for the year was the transfer of all routes previously operated by the Red Bus Lines Ltd. of Drumheller. Western Canadian Greyhound Lines Ltd. took over operation of the route from Calgary to Hanna via Drumheller. Sorensen Bus Lines took over the route from Calgary to Stettler, and were given permission to reinstate service from Lacombe to Veteran. The route from Lacombe to Rimbey was transferred to the Reith Bus Lines; the route from Carbon to Carbon Service Station by C. A. Cressman of the Carbon Bus Lines, and the routes in the Drumheller Valley were transferred to a newly-formed company, The Valley Bus Lines Ltd.

The following certificates issued during the year were in effect as at March 31st, 1945:

Alberta-Montana Bus Lines	Lethbridge-Coutts
Anderson, E. A.	Grande Prairie to B.C. Boundary
Baisley, L. C.	Ponoka-Provincial Mental Hospital
Blue Goose Lines	Edmonton-Newbrook.
Bus Universal Supply	Edmonton-Beverly
Canadian Coachways Ltd.	Edmonton-Athabasca
	Edmonton-Lac La Biche.
	Edmonton-Breton
Central Bus Service	Nanton-Vulcan Kirkcaldy Airport.
	Vulcan-Ensign Airport
Carbon Bus Lines	Carbon-Central Service Station.
Checker Bus Lines Ltd.	Edmonton-Namoo Airport.
Drayton Valley Bus Lines	Entwistle-Drayton Valley.
Graf & Moore	Edmonton-Black Diamond Mines
	Edmonton-Penn Mines
	Edmonton-Kent Mines.
Lethbridge Northern Bus Lines	Lethbridge-Turin
	Lethbridge-Shaughnessy.
Monden Transportation	Calgary-Turner Valley.
Morrison & Sargent	Grande Prairie-Debolt-Calaïs
	Grande Prairie-Airport.
Northland Arrow Lines	Edmonton-Barrhead.
	Edmonton-Fort Assiniboine
Petrone, G.	Hillcrest-Mohawk Mines
Reith Bus Lines	Lacombe-Rimbey
Sorensen Bus Lines	Red Deer-Rocky Mountain House.
	Red Deer-Penhold Airport.
	Calgary-Milo.
	Calgary-Stettler.
	Lacombe-Veteran.
Sunburst Motor Coaches	Edmonton-Wainwright
	Edmonton-Vilna.
	Edmonton-Hardisty.
	Wetaskiwin-Winfield.
United Mine Workers Association	Lethbridge-Galt Mines
Van Wert, T.	Medicine Hat-Redcliff

Valley Bus Lines	Drumheller-East Coulee
	Drumheller-Wayne
	Drumheller-Nacmine
	Drumheller-Midland
Wainwright Bus Lines	Wainwright-Military Camp.
Western Canadian Greyhound Lines	Calgary-Edmonton
	Calgary-Lethbridge via Vulcan
	Calgary-Lethbridge via Macleod
	Calgary-Medicine Hat
	Calgary-Banff
	Calgary-Hanna via Drumheller
	Edmonton-Lloydminster
	Edmonton-Edson
	Lethbridge-Cardston
	Lethbridge-Crowsnest
	Lethbridge-Walsh
	Macleod-Waterton
Western Motor Coaches	Edmonton-Mayerthorpe
	Gunn-Lac La Nonne

Notwithstanding the difficulties experienced in securing equipment, a comparative statement reveals a considerable increase in the number of miles operated and passengers carried.

MILES OPERATED			
	Dirt Roads	Gravel Roads	Total
Actual Miles:	498,766	2,340,936	2,839,702
1944-45	459,411	2,219,512	2,678,923
1943-44			
	39,355	121,424	160,779
Increase			
Passenger Miles	10,968,395	69,892,001	80,860,396
1944-45	8,859,482	61,726,686	70,586,168
1943-44			
	2,108,913	8,165,315	10,274,228

Monthly reports received from operators record 2,318,255 passengers carried, and a total gas consumption of 497,150 gallons, which compares with 1,955,346 passengers for the previous year and a gas consumption of 439,097 gallons.

TRUCK TRAFFIC

Regulations of the Wartime Prices and Trade Board passed under the authority of The War Measures Emergency Act, continued in force throughout the fiscal year, and it was necessary for all new applications for public service vehicle licenses to be submitted to the Federal Truck Control Officer for approval before issuing the same. There were 1,524 applications received, of which 672 were granted and 367 declined. Of the remaining 485, a number were withdrawn or changed to some other class of license, and about 200 were left pending a final consideration by the Truck Control Officer.

LICENSES ISSUED

The total number of licenses issued by the Board for truck, bus and livery operations was 36,506, being an increase of 2,074 over that of the previous year.

Licenses were classified as follows:

Buses	193	Public Service	4,699
Liveries	309	Commercial Vehicles	2,612
School Vans	588	C (restricted area)	2,328
Drive Yourself	19	Govt. Provincial, Federal and	
Farm Trucks	20,963	Municipal	2,085
Grain Hauling	617	Miscellaneous	2,093

PROVINCIAL GAOL, FORT SASKATCHEWAN

(J. D. McLEAN, *Warden*)

The daily average population during the year 1944-45 was 196.16. The general health of the inmates of this institution has been excellent.

Farm operations this year are shown by the following summary:

Item	Acreages	Yield
Wheat	110	3,265 bushels
Oats	230	9,477 bushels
Barley	256	4,278 bushels
Hay	54	52 tons
Vegetables	60	Various

CASH STATEMENT SUMMARY

Gaol Operations (including Administration)	\$ 77,586 93
Maintenance of buildings and operation of Power Plant	32,820 87
Gross Cost	\$110,407 80
Less Revenue	23,318 64
Net Cost	\$ 87,089 16
Average daily population	196 16
Per capita cost per prisoner per day	
Gaol operations	1 083
Buildings and Power Plant cost	458
Gross per capita cost	1 541
Less Revenue per capita	.325
Net per capita cost	1,216

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDED MARCH 31, 1945

MALE

Total number of Male Prisoners admitted		937
Total number of Male Prisoners discharged		961
Male Prisoners in Gaol as at March 31st, 1944	Comm	Sent
	6	169
Male Prisoners admitted during the year ended March 31st, 1944	300	637
Total	306	806
Male Prisoners discharged the year ended March 31st, 1945	298	663
Total Male Prisoners in Gaol at March 31st, 1945	8	143
Daily average Male Prisoners year ended March 31st, 1945		151 77
Daily average Male Prisoners serving time at outside points with R C M P for year ended March 31st, 1945		3 42
Total daily average Male Prisoners year ended March 31st, 1945		155 19

DISCHARGES

Time expired	531	Out with Military Authorities	5
Released for trial	223	Transferred to P.A. Penitentiary	4
Paroled	30	Conviction quashed	2
Fine paid	44	Escaped	2
Released on bail	11	Executed	3
Transferred to R C M P.	86		
Transferred to Hospital	8	Total Discharges	961
Transferred to Mental Institute	7		
Released to Immigration Dept.	5		

SENTENCES

Under 30 days	57	1 year to 2 years	48
30 days to 2 months	222	To be hanged	1
2 months to 3 months	89	Indefinite	4
3 months to 4 months	81	Previously shown	39
4 months to 5 months	20		
5 months to 6 months	7	Total	637
6 months to 9 months	53		
9 months to 1 year	16		

DEPARTMENT OF PUBLIC WORKS

REMISSIONS	
Received full remission	527
Received part remission	4
Received no remission	430
Total	961
Total remission earned	5,778
Number participating	531
Average days earned per prisoner	10 88

COUNTRY OF BIRTH	
Canada	446
United States	36
England	15
Scotland	14
Ireland	16
Austria	10
Poland	17
Russia	3
Germany	1
Sweden	12
Norway	12
Roumania	1
Ukraine	3
Switzerland	1
Finland	5
Yugoslavia	1
Belgium	1
Lithuania	1
Newfoundland	1
Galecia	1
South America	1
Previously shown	39
Total	637
Under 20 years	70
20 to 30 years	187
30 to 40 years	102
40 to 50 years	130
50 to 60 years	77
60 to 70 years	28
Over 70 years	4
Previously shown	39
Total	637

CRIMES	
Against property	175
Against any other Act	66
Against religion and morals	248
Against the person	44
Against public law and order	65
Previously shown sentenced and out for various reasons and now returned to complete sentence or additional sentence	598
Total	39
	637

FEMALE REPORT	
Total number of Female Prisoners admitted	322
Total number of Female Prisoners discharged	342
Female Prisoners in Gaol as at March 31st, 1944	Comm 1 Sent 58
Female Prisoners admitted year ended Mrch 31st, 1945	66 256
Total	67 314
Female Prisoners discharged year ended March 31st, 1945	66 276
Total Female Prisoners in Gaol as at March 31st, 1945	1 38
Dily average Female Prisoners year ended March 31st, 1945	40 97

DISCHARGES	
Time expired	126
Released for trial	51
Paroled	2
Fine paid	9
Released by Dr. Orr	97
Out with R C M P.	20
Transferred to Hospital	25
Transferred to Mental Hospital	7
Released on bail	2
Released Judge's order	1
Conviction quashed	2
Total	342

REMISSIONS	
Received full remission	125
Received part remission	5
Received no remission	212
Total	342
Total remission earned	1,238
Number participating	130
Average per person	9 52

DEPARTMENT OF PUBLIC WORKS

45

SENTENCES

Under 30 days	9	9 months to 1 year	7
30 days to 2 months	71	1 year to 2 years	4
2 months to 3 months	36	Indefinite	47
3 months to 4 months	23	Previously shown	33
4 months to 5 months	15		
5 months to 6 months	2	Total	256
6 months to 9 months	9		

COUNTRY OF BIRTH

Canada	195	France	1
United States	12	Holland	1
England	8	Previously shown	33
Scotland	3		
Poland	1	Total	256
Austria	1		
Sweden	1		

AGES

Under 20 years	57
20 to 30 years	102
30 to 40 years	39
40 to 50 years	12
50 to 60 years	13
Previously shown	33

Total 256

CRIMES

Against property	25
Against any other act	62
Against religion and morals	128
Against the person	2
Against public law and order	6

Total 223

Previously shown sentenced and out for various reasons and now returned to complete sentence or additional sentence 33

Total 256

PROVINCIAL GAOL, LETHBRIDGE
(H. HOLT, Warden)

The daily average population for the year ended March 31, 1945, was 125.75, an increase of 21.61 over the previous year.

The general health of the inmates was excellent.

The necessary building operations and improvements were made, including the completion of a new greenhouse.

Farm operations are shown by the following summary:

Item	Acreage	Yield
Wheat	159	1,129 bushels
Oats	81	3,500 bushels
Barley	80	1,719 bushels
Potatoes	70	140 tons
Sugar Beets	10	66 tons
Mangels	5	75 tons
Other Vegetables	17	Various
Alfalfa Hay	166	140 tons

CASH STATEMENT SUMMARY

Gaol operation (including administration)	\$ 58,234 88
Maintenance of buildings and operation of Power Plant	23,292 77
Gross cost	\$ 81,527 65
Less Revenue	16,295 53
Net cost	\$ 65,232 12
Average daily population	125 75
Per capita cost per prisoner per day	
Gaol operation	\$1 268
Building and Power Plant costs	507
Gross per capita cost	\$1 775
Less Revenue per capita	.355
Net per capita cost	\$1 42

ANNUAL REPORT OF PRISONERS FOR THE YEAR ENDED MARCH 31, 1945

Total number of prisoners admitted during 1944-45			664
Total number of prisoners discharged during 1944-45			645
	Sent	Comm	Rem
Number of prisoners in Gaol March 31, 1944	115	2	
Number of prisoners admitted during 1944-45	613	17	34
Total	728	19	34
Number of prisoners discharged during 1944-45	594	18	33
Number of prisoners in Gaol March 31, 1945	134	1	1
Total	728	19	34
Daily average of prisoners during 1944-45			123.56
Daily average of prisoners serving sentences at outside points with R C M P			
Police during 1944-45			2 19
Total daily average of prisoners during 1944-45			125 75

DISCHARGES

Completion of sentence	519	Conviction quashed	3
Discharged to court	60	Executed	1
Deported	1	To Calgary Hospital	2
Fine and costs paid	17	To St Michael's Hospital	3
Ticket of leave	10	Released on bond	1
Order of Governor General	13		
To Ponoka Mental Hospital	9	Total	645
To Prince Albert Penitentiary	2		
Released on bail	4		

DEPARTMENT OF PUBLIC WORKS

47

SENTENCES

Under 30 days	66	Committed for trial	17
30 days to 2 months	306	Remanded	34
2 months to 3 months	77	To Prince Albert Penitentiary	8
3 months to 4 months	12		
4 months to 6 months	54		657
6 months to 9 months	17	Previously shown	7
9 months to 1 year	46		
1 year to 18 months	14	Total	664
18 months to 2 years	5		
Indefinite	1		
Number of prisoners who have served previous sentences			426
Number of days of remission earned during 1944-45			6,470
Number of prisoners participating			550
Average per prisoner			11 76

COUNTRY OF BIRTH

British West Africa	1	Japan	1
Canada	446	Jugo-Slavia	2
England	30	Norway	8
Ireland	21	Poland	6
Scotland	35	Roumania	2
Wales	4	Russia	8
Atlantic Ocean	2	Sweden	5
Austria	3	Switzerland	2
Czechoslovakia	2	United States	42
Denmark	7		
Finland	6	Previously shown	7
Germany	10		
Holland	1		
Hungary	12		664
Italy	1		

AGES

Under 20 years	76
20 to 29 years	235
30 to 39 years	127
40 to 49 years	120
50 to 59 years	64
60 to 69 years	33
70 and over	2
Previously shown	657
	7
	664

CRIMES

Offences against Public Order, Internal and External	2
Offences against Administration of Law and Justice	3
Offences against Religion and Morals	119
Offences against the Person and Reputation	65
Offences against the Rights of Property	204
Offences against the King's Rules and Regulations	9
Wilful and Forbidden Acts	7
Attempts, Conspiracies, Accessories	20
Offences under Dominion Acts	117
Offences under Provincial Acts	110
Offences under Municipal By-laws	1
Previously shown	657
	7
	664

PREVIOUSLY SHOWN

Two sentenced men from Calgary Hospital, two sentenced men from Ponoka Mental Hospital, three sentenced men from St Michael's Hospital	7
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